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brought to light some interesting facts. His assertion that the record of the expansion of this nation "is singularly free from violence and fraud" and "an achievement in which every citizen of the Republic may feel an honest pride" is correct and when his criticism is severe, as it is against President Polk's actions towards Gen. Taylor, the reader is convinced that a broad view of the situation demands it. A great deal of action by diplomatists at Washington and by soldiers and pioneers in the field is compressed in the volume so that the treatment is brief and at times superficial. The book does not discuss any of the underlying causes for which the geographer is always on the look-out; on the contrary, it is rather a summing up of documentary evidence.

ROBERT M. BROWN.

Flora of the Southeastern United States. Being descriptions of the seed-plants, ferns and fern-allies growing naturally in North Carolina, South Carolina, Georgia, Florida, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and in Oklahoma and Texas east of the One Hundredth Meridian. By John K. Small. 2nd edit. 1394 pp. Index. The Author, New York, 1913. \$4. 10 x 7.

The second edition of this bulky work by the Head Curator of the Museums and Herbarium of the New York Botanical Garden was published ten years subsequent to the first edition. The main content of the manual is given on the title-page. The known geographic distinction of each species is noted and the usual flowering-period is given, except where the plants bloom throughout the year. The arrangement is essentially that of Engler and Prantl. The book is made helpful to the student by the inclusion of analytic keys of the families, genera and species. The typography is of the same clearness and neatness that marked the first edition. If the book had been printed on thinner paper it would have been much more convenient for the field botanist and student.

JOHN W. HARSHBERGER.

American History and Its Geographic Conditions. By Ellen Churchill Semple. 2nd edit. First ed. in 1903. 466 pp. Maps, index. Houghton Mifflin Co., Boston, 1913. \$1.60. 7½ x 5.

A most admirable book on the geographic environment of the United States at the successive stages of its history, with especial emphasis on the spread of settlement over our continent.

Commendable use has been made of the instructive, but little studied maps by the United States Census of distribution of population for successive decades. They have marked application as diagrams of the advancing frontier, and their great defect, that cities have been eliminated from their population numbers, is here of little moment. The work is one of industry and real learning and it deserves to be widely read and studied. It is full of interest. Miss Semple has sought and found real geographic controls for a multitude of events in our history, that are thereby correlated and brought into intelligible relation. She is fond of figurative language; the American privateers were "gadflies that stung, preyed upon, and almost stampeded English commerce." The banks of Newfoundland "pasture the finny heads of the sea." "When the commercial and maritime drama of Europe was shifted from the stage of the Mediterranean to the Atlantic, those nations who had front seats got the most out of it." But there is abundant insight; our railroads have outstripped those of all other countries because of our long distances, our simple continental build, allowing long, smooth stretches, while our political oneness favored operation in vaster systems than elsewhere.

The Everglades put the United States not 100 but 300 miles from Cuba. No continent to-day shows the political variegation seen in the Antillean archipelago.

American sea-power developed because New England was a half barren coast half way between productive England and the productive Southern States and the West Indies. Presumably the decline of our sea-power had causes that were less geographic. The closing chapters on the United States in relation to the Mediterranean and Pacific should have been rewritten. It is not to the point to-day to read that the United States must regard herself as

committed to the project of a canal at Panama, nor that only 46 miles remain to complete the trans-Andine railway. The use of the volume by students is facilitated by an excellent index.

MARK JEFFERSON.

The Voyages of the Norsemen to America. By William Hovgaard. xxi and 304 pp. Maps, ills., index. The American-Scandinavian Foundation, New York, 1914. \$4. 9½ x 6½.

This monograph is very complete in the presentation of the basic material upon which must rest all discussion of the Viking voyages to the American continent. Prof. Hovgaard cites all the pertinent passages from every version of the sagas and subjects them to skillful critical analysis, and he is particularly successful in extricating from the incongruities of the chief narratives the references to distinct groups of voyages which in the course of transmission by oral recitation had become interlaced. The elaboration of this hypothesis yields a reasonable and altogether consistent series of narratives. There is much to admire in the author's treatment of one of the most baffling incidents in the narrative of Leif's voyage, the reference to the length of the day in Vinland. Following Geelmuyden's interpretation that here we have a crude astronomical observation of azimuths at sunset and sunrise at the summer solstice, this observation having been worked out as representing a latitude of 49°55', Prof. Hovgaard subjects the observation to a discussion as to crudity of the methods then possible. He presents Geelmuyden's determination as amounting to no more than a mean value and establishes the range as between 40° and 50°, corresponding to the coast line between Sandy Hook and Halifax. Applying within these limits the familiar data of phytogeography presented in the sagas, he establishes the site of Vinland at Cape Cod, this astronomical determination corroborating the determination independently deduced from other data. The most valuable quality of this monograph is that it rests upon the author's professional familiarity with the problems of such navigation and seamanship as was possible in Iceland about the year 1000.

WILLIAM CHURCHILL.

Three Industrial Nations. An industrial geography of England, Germany, and the United States. By Lydia R. Blaich. 366 pp. Maps, ills., index. American Book Co., New York, 1915. 64 cents. 7½ x 5½.

The British Empire, Germany and the United States are the three nations. These divisions are discussed in some detail in the hope that more can be accomplished than by any endeavor to cover the whole world. The language is simple, direct, clear and pleasing.

The author begins her book in an attractive manner. By tracing the source of the household furnishings, going from one room to the next, she succeeds in opening up at once a whole world vista before the eyes of the child. In Chapter 2 a general survey of the land is made and in Chapter 3 the ocean is considered. The fourth chapter treats with "Man's Development of the Resources of Land and Water" and the rest of the book is devoted to the respective nations. The book "assumes that man's industrial activity . . . is the chief subject of study in geography."

England is introduced with the question "How does England maintain her high rank in industry and her supremacy in commerce?" Germany is brought on the scene with the question "What factors have contributed to Germany's industrial rise from sluggishness and poverty to a high place among the great nations?" And the United States makes its appearance with the question "The United States is the industrial peer of the German and British Empires: what causes have contributed to her rapid development, and along what lines has this advancement been made?"

This volume deserves a leading place among the supplementary readers that attempt to cover similar ground.

EUGENE VAN CLEEF.

In the Land of the Head-Hunters. (Indian Life and Indian Lore.) By Edward S. Curtis. 110 pp. World Book Co., Yonkers, N. Y., 1915. \$1.20. 8½ x 5½.

This book deals with the American Indians on the Pacific Coast of northern British Columbia, between 1774 and 1791. The declamatory style of the tribal